



SEPTEMBER 2001 ENGINEERING AND RELATED SERVICES SOLICITATION

SOLICITATION CONCLUDED: September 14, 2001

A = Estimated Consultant Contract cost < \$100,000

B = Estimated Consultant Contract cost > \$100,000

C = Local Unit of Government Selects Consultant

Concept Definition Reports or Scope of Service narratives are included as supplements to this solicitation. They are current at the time of Internet publication but are subject to change. Click on the PROJECT ID for more detail.

DISTRICT & SOLICITATION #	PROJECT ID	ANTICIPATED CONSTRUCTION COST	ANTICIPATED SELECTION DATE	ANTICIPATED PROJECT START DATE	ANTICIPATED PROJECT COMPLETION DATE	DBE GOAL ? (Yes or No)	LOCAL SELECTION? (Yes or No)	CONTACT PERSON	TELEPHONE #
DISTRICT 1									
D1 1C	6315-00-01	\$ 400,000	1-Nov-01	1-Feb-02	1-Oct-03	No	Yes	Bob Sindelar	920.386.3653
DISTRICT 2									
D2 1B	2748-01-02	\$ 6,460,000	1-Oct-01	1-Mar-02	1-Jan-03	Yes	No	Brian Bliesner	262.548.6893
D2 1B	2748-03-01	\$ 9,350,000	1-Oct-01	1-Mar-02	1-Jul-04	Yes	No	Brian Bliesner	262.548.6893
D2 1B	2748-03-00	\$ 8,500,000	1-Oct-01	1-Mar-02	1-May-04	Yes	No	Brian Bliesner	262.548.6893
D2 2B	1060-05-14	\$ 3,500,000	1-Oct-01	19-Nov-01	1-Feb-02	Yes	No	Manojoy Nag	262.548.6423
DISTRICT 4									
D4 1B	6350-06-02		Oct-01	Dec-01	Jan-04	Yes	No	Jeff Stewart	715.421.8376
DISTRICT 5									
D5 1B	5144-01-03	\$ 4,490,000	30-Sep-01	1-Nov-01	1-May-06	Yes	No	Scott Lawry	608.789.6308
D5 1B	5144-05-00	\$ 1,765,000	30-Sep-01	1-Nov-01	1-Aug-05	Yes	No	Scott Lawry	608.789.6308
DISTRICT 6									
D6 1A	1610-04-03	125,000	24-Sep-01	1-Nov-01	1-Jan-03	No	No	Anna Varney	715. 836.2078
D6 2A	7030-03-01	500,000	24-Sep-01	1-Nov-01	1-Jan-03	No	No	Anna Varney	
D6 3A	7210-00-00	160,000	24-Sep-01	1-Nov-01	1-Jan-05	No	No	Wendy Maves	715. 836.3902
D6 4A	7210-00-01	750,000	24-Sep-01	1-Nov-01	1-Jan-03	No	No	Steve Abing	715. 836.2853
D6 5A	7090-08-05	140,000	24-Sep-01	1-Nov-01	1-Aug-02	No	No	Rick Shermo	715. 836.2399
D6 5A	7255-02-00	600,000	24-Sep-01	1-Nov-01	1-Feb-03	No	No	Rick Shermo	715. 836.2399
D6 1B	7210-01-01	N/A	24-Sep-01	1-Nov-01	1-Jun-03	Yes	No	Jim Koenig	715. 838.8391
BUREAU OF PLANNING									
BOP 1A	0091-15-01**	N/A	1-Nov-01	1-Dec-01	30-Nov-02	No	No	Kenneth Newman	608.266.1862

NOI for this project is due 9/25/01

**Solicitation open to all firms



SEPTEMBER 2001 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 1

Scope of Service Narratives:

D1 1C

Project ID: 6315-00-01

CTH CF – CTH G Road

(Union Pacific Railroad Bridge & Approaches)

CTH C

Dodge County

Dodge County has received funding in the Local Bridge Program to replace the deficient structure over the Union Pacific Railroad on CTH C. The County wants to select a consultant for the design engineering services. Upon successful negotiations with the selected consultant, the County and the Department of Transportation will enter into a Three-Party Design Engineering Services contract with the consultant.

The selected consultant will provide all necessary reports; handle the agency, railroad, and utility coordination; and prepare a right-of-way plat and descriptions, and construction plans and specifications for the replacement of the existing structure. This structure needs to be designed to accommodate a 55 mile per hour speed.

Dodge County is looking for a consultant that has completed a similar project in the last three years, including coordination with all agencies involved in this project. The County may select three consultants to present their qualifications to the Consultant Selection Committee.

Interested consultants should **not** prepare the department's standard Notice of Interest form. Consultants should use the DT1821 Consultant Solicitation for Local Selection NOI.

Direct questions to Bob Sindelar, P.E., Dodge County Highway Commissioner, at 920.386.3653, or Kimberly Johnson, District 1 Local Program Management Consultant at 608.829.3858.



TRANSPORTATION DISTRICT 2

Scope of Service Narratives:

D2 1B

Project ID: 2748-01-02

Pewaukee Road
Rockwood Drive to Capitol Dr
CTH J
Waukesha County

Project ID: 2748-03-01

Waukesha to Ackerville Road
Capitol Drive - CTH VV
STH 164
Waukesha County

Project ID: 2748-03-00

Waukesha to Ackerville Road
CTH VV – Howard Lane
STH 164
Waukesha County

Project Scope – The project is a post 60% design contract for the expansion of STH 164 from two to four lanes. As part of the 60% plans, right-of-way plats were developed and the final EIS is complete.

Project Background – The project is located on CTH J (Rockwood Dr. to Capitol Drive) and STH 164 (Capitol to Howard Lane) in Waukesha County. The project is located in the City of Pewaukee, Villages of Pewaukee and Sussex, and the Town of Lisbon. The 1997/1998 ADT on CTH J and STH 164 varies from 10,400 – 17,850. The road is functionally classified as a major arterial. Based on existing road conditions and the proposed alignment, the existing pavement structure of STH 164 will be reconstructed. The existing structure (B-67-193) on CTH J over the Canadian Pacific Railroad is a 3-span prestressed concrete girder bridge with a 40' width. The structure has a sufficiency rating of 99.3 and will be utilized in carrying southbound traffic for the new four-lane configuration. The proposed structure for the northbound lanes on CTH J/STH 164 over the CPRR will be a twin structure to B-67-193. The structure is anticipated to consist of a 3-span prestressed concrete girder bridge with a 40' roadway width. There is also a proposed grade separation for the Union Pacific Railroad north of CTH VV. The proposed structures over the UPRR will be a pair of single span prestressed concrete girder bridges with a 40' roadway width. The structure will be placed on a MSE retaining wall system at both abutments. The proposed grade separation will also necessitate various structures at:

Bug Line Trail - The proposed structures on STH 164 over the Bug Line Trail will be a twin pair of single span concrete flat slabs with a 40' roadway width. These structures will be placed on a MSE retaining wall at both abutments.

Stonegate Court - The proposed structures on STH 164 over Stonegate Court will be a pair of single span prestressed concrete girder bridges with a 40' roadway width. These structures will be placed on a MSE retaining wall at both abutments.

Indiangrass Lane – The proposed structures on STH 164 over Indiangrass Lane will be a twin pair of single span prestressed concrete girder bridges with a 40' roadway width. These structures will be placed on a MSE retaining wall at both abutments.

Pewaukee Lake Tributary – A tributary crosses STH 164 north of Indiangrass. The existing three cell corrugated metal pipe arch will be replaced with either concrete pipes or a box culvert structure.

Over the years, traffic volumes have been steadily increasing as rapid commercial and residential development along the entire corridor continues. The current highway can no longer accommodate the traffic flow at a desirable level of service. Congestion and safety issues necessitate the need for this expansion project.



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Three construction projects will be generated from this design. Current programming has the CTH J portion being constructed in 2003, the STH 164 segment from Capitol Drive to CTH VV in 2005 and the grade separation north of CTH VV is slated for construction in 2005 as well.

Work to be completed by the consultant: A total of three (3) P.S. & E. packages will be required by the consultant each consisting of the following: final roadway and structure design, agency and utility coordination, public involvement, traffic control/staging plan, erosion control plan, roadway plan preparation, quantities and estimate, P.S. & E. documents, and special provisions for the roadway and structures. This design is to be completed in English units.

Contact Brian Bliesner at 262.548.6893 for more information.

D2 2B

Project I.D. 1060-05-14

Marquette Interchange Bridge Rehabilitation
East - West and South - North
I.D. 1060-05-14

Project Need: The service life of several structure units within the Marquette Interchange have been nearly exhausted. Additional deck work is needed to extend the service lives by another 8–10 years, as these decks will be utilized during the Marquette Interchange reconstruction project.

Scope of Services:

- Evaluation of different methods of structural repairs, to achieve a design service life of 8-10 years.
- Preparation of construction documents including all drawings, details and specifications (Special Provisions) necessary for construction contract purposes. These documents will be submitted to WISDOT for review at the 30% and 90% completion stages. Documents will be completed after resolving all comments received. The plans will then be developed in English Units.
- Preparation of quantity take-offs, construction cost estimate and construction schedule.
- Assistance in the bid process. We will attend the pre-bid meeting, provide clarification or amplification of any items in the bid document, and prepare any addenda as required by WISDOT.
- Prepare a traffic control plan.
- Follow WISDOT District 2 / FDM design guidelines.
- Coordination with Traffic Operations Center (TOC) and other agencies.
- Design of the structure repairs shall be fast-tracked.

Contact Manojoy Nag at 262.548.6423 for more information.



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TRANSPORTATION DISTRICT 4

Scope of Service Narratives:

D4 1B

Project ID: 6350-06-02

USH 10

CTH B to STH 34

Wood & Portage Counties

District 4 is soliciting for a consultant firm for the environmental investigation needed to upgrade USH 10 to expressway standards from CTH B west of STH 13 easterly to Trestik Road. The project lies in Wood, and Portage Counties. This is a Corridors 2020 4-lane connector route.

Phase 1 investigations have been completed on this portion of USH 10, and are included in the tiered EIS, which was approved in 1998. Partial analyses of some of the potential routes were included with this EIS. Recently District 4 has developed additional other route locations that also need to be considered and analyzed. The results of this effort will be available for Phase 2 work and includes preliminary wetland delineations, potential residential and business relocations, initial right of way need assessments, anticipated agricultural impacts and preliminary historical/archaeological investigations. Phase 1 hazardous material investigations were done for some of the potential routes with the 1998 EIS, but the additional routes will also need this investigation. An approved Purpose and Need statement for this project has been obtained.

Phase 2 work will involve data analysis needed to remove non-viable corridors from further consideration, in-depth environmental investigation of viable corridors, coordinating with the Department to identify a recommended final route location, and preparation, submittal and approval of the Final Environmental Document. Initial discussions with BOE & FHWA indicated that this project could be done with an Environmental Assessment, but with the amount of relocation being considered, a Draft and Final Environmental Impact Statement may be required. The result of this contract will be an approved FONSI or Record of Decision from the Federal Highway Administration (FHWA). Final environmental document approval will be required by January 2004.

Involvement with regulatory agencies, local governments and the general public will be necessary.

A short list will be compiled from the list of applicant firms, interviews scheduled in September 2001 with work expected to begin in late 2001.

All work associated with this scope shall be coordinated through the WisDOT, DTD4 office in Wisconsin Rapids. Other WisDOT Divisions, FHWA, and other public and private entities will require periodic reviews of various submittals. The WisDOT DTD4 headquarters will coordinate reviews.

For more information, contact Jeff Stewart 715.421.8376, WisDOT, DTD4, PDS-Project Manager, or Roland Hawk 715.421.7361, WisDOT, DTD4, PDS-Preliminary Design Unit Project Engineer.



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TRANSPORTATION DISTRICT 5

Scope of Service Narratives:

D5 1B

Project ID: 5144-01-03

Cashton—Sparta

0.05 miles North of STH 33 Northerly to IH 90

STH 27

Monroe County

Project Scope - The project scope is a full service design contract to replace the pavement structure of this section of STH 27 at current design standards.

Project Background:

The project is 14.60 miles in length with a 2000 ADT of 3,100 – 6,800 vehicles. This segment of STH 27 is functionally classified as a Principal Arterial. The Design class for this section of STH 27 will be A2. The existing asphaltic pavement is showing various signs of distress and is need of replacement. The horizontal and vertical curves for this section of STH 27 meets or exceeds the design standards.

Work to be completed by the Consultant:

Work to be completed by the consultant includes: preliminary and final roadway design, hazardous materials investigation, archaeological and historical surveys if required, Type III (pER) environmental document, design study report, agency and utility coordination, public involvement, survey, traffic control/staging plan, roadway plan preparation, quantities and estimate, and special provisions for the roadway. This design is to be completed in English units.

For more information about solicitation number D5 1B, contact Scott J. Lawry at 608.789.6308.

Project ID: 5144-05-00

Melvina-IH 90, B-41-759-761, 803-805

STH 27

Monroe County

Project Scope - The project scope is a full service design contract for the replacement of the above structures at current design standards.

Project Background:

The project is located on same section of STH 27 as the above pavement replacement project. This segment of STH 27 is functionally classified as a Principal Arterial and the 2000 ADT varies from 3,100—6,800 vehicles. The Design class will be A2. The existing structure B-41-759 is a deck girder bridge that was originally built in 1947 and is 38.5' in length. The current sufficiency rating is 43.9.



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The existing structure B-41-760 is a 2-span deck girder bridge that was originally built in 1947 and is 49.1' in length. Structure B-41-760 also has a timber pile bent in distressed condition. The current sufficiency rating is 33.8. The existing structure B-41-761 is a deck girder bridge that was originally built in 1947 and is 38.81' in length. The current sufficiency rating is 43.9. The existing structure B-41-803 is a 3 span deck girder bridge that was originally built in 1947 and is 201.0' in length. The current sufficiency rating is 44.5. The existing structure B-41-804 is a deck girder bridge that was originally built in 1947 and is 21.0' in length. The current sufficiency rating is 48.2. The existing structure B-41-805 is a deck girder bridge that was originally built in 1947 and is 21.5' in length. The current sufficiency rating is 40.0. The deck floor surfaces have been overlayed with asphaltic material with the old deck floor substratum in poor condition. Measurable section loss is present at the load bearing steel structural members. These bridges are functionally obsolete for today's current ADT on this roadway and their replacement are needed badly. Temporary bypasses will be built for each of the structures.

Work to be completed by the Consultant:

Work to be completed by the consultant includes: preliminary and final roadway design, hazardous materials investigation, archaeological and historical surveys if required, Type III (pER) environmental document, design study report, agency and utility coordination, public involvement, survey, traffic control/staging plan, right-of-way plat development, roadway plan preparation, quantities and estimate, and special provisions for the roadway and structure. This design is to be completed in English units.

For more information about solicitation number D5 1B, contact Scott J. Lawry at 608.789.6308.



SEPTEMBER 2001 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 6

Scope of Service Narratives:

D6 1A

Project ID: 1610-04-03

Hazard Elimination Safety Project

STH 13/CTH O intersection

City of Medford

Taylor County

Project description – The intersection of STH 13 and CTH O has had 9 angle crashes in the last 4 years, with 4 of those crashes involving injury in year 2000. This intersection is the south entrance from STH 13 to the Medford Industrial Park. Safety concerns at this intersection have been frequently discussed at meetings of the Taylor County Traffic Safety Commission. There are not sufficient gaps in traffic on STH 13.

Scope of services – Preliminary and Final design for Traffic signal installation, right turn lane for north bound STH 13 and improve the radius in the northeast quadrant. R/W services will not be required.

Estimated construction cost - \$125,000

Project let schedule is anticipated for FY 2004

District Contact is Anna Varney – 715.836.2078

D6 2A

Project ID: 7030-03-01

Hazard Elimination Safety Project

STH 73/Grand Avenue Intersection

City of Neillsville

Clark County

Project description – The intersection of STH 73 and Grand Avenue has had 13 angle crashes in the last 4 years, including 1 fatality. This intersection is a major junction point for USH 10, STH 73, and STH 95 in southern Clark County. Movement between USH 10 east and STH 73 south is heavy, with the number of westbound left turns as high as the number of westbound through vehicles on USH 10. High volumes for truck turning movements particularly logging trucks heading to paper mills at Wisconsin Rapids. Tight corner radii tend to cause trucks to encroach into oncoming lanes, so often they wait for longer gap than necessary or jump the curb on the turns. The heavy turn and truck volumes tend to diminish the gaps for traffic on south and north legs, contributing to drivers taking chances on crossing or turning. Signal Warrant #6, Accident Experience, is met for the required number of hours.

Scope of services – Preliminary and Final design for reconstruction of the intersection to add left turn lanes to USH 10, improve turning radii and add actuated signals. R/W services will not be required.



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Estimated construction cost - \$500,000

Project let schedule is anticipated for FY 2004

District Contact is Anna Varney – 715.836.2078

D6 3A

Project ID: 7210-00-00

STH 63

Ellsworth to Baldwin Road

(Branch Rush River Bridge B-55-125)

0.1 Mile North of Junction CTH N

Project Summary

Bridge Design

Design replacement for structure B-55-629. The existing bridge was built in 1918. The existing structure is 40.4 feet wide and 34.1 feet long. It has a Sufficiency Rating of 35.8 and a Rate Score of 81.6 (2000 inspection). Work shall include Design Study Report, Structure Survey Report, all environmental coordination including obtaining necessary permits, Utility Coordination, Hydraulic Analysis, Structure Design, Approach Design, Traffic control, right of way issues, and preparation of plans, specifications and estimate including all quantity calculations.

Estimated Construction Cost \$160,000.

All plans sheets shall be stamped.

The project is scheduled to be LET for bids on February 8, 2005. P, S,&E for this project will be due on October 1, 2004, and final plans and Central Office Approval shall be completed for this contract by July 1, 2004.

District Contact is Wendy Maves – 715.836.3902

D6 4A

Project ID: 7210-00-01

Hazard Elimination Safety Project

STH 35/USH 63 Intersection

Town of Trenton

Pierce County

Project description – The intersection of USH 63 and STH 35 has been an ongoing safety concern for the Pierce County Traffic Safety Commission. This is a high-volume, rural type intersection. Traffic from USH 63 north and both legs of STH 35 funnel to this intersection in order to cross the



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Mississippi River into Minnesota via the south leg of USH 63, which carries 11,350 ADT. Severe angle crashes have been occurring here. STH 35 currently stops. The east leg of STH 35 has a volume of 4,150 ADT, with most of this volume trying to cross or turn left onto USH 63. This is especially critical during the summer and fall tourist seasons as many tourists are traveling the Great River Road (STH 35). The USH 63 corridor is an important link between Red Wing, Minnesota and the river towns in Pierce and Pepin Counties.

Scope of services – Preliminary and Final design for reconstruction of the intersection with median islands, slotted left turn lanes, and signals. R/W services will not be required.

Estimated construction cost - \$750,000

Project let schedule is anticipated for FY 2004

District Contact is Steve Abing – 715.836.2853.

D6 5A

Project ID: 7090-08-05

Hazard Elimination Safety Project
USH 12/ Stein Blvd. Intersection
City of Eau Claire
Eau Claire County

Project description – Left turn signal control is currently protected/permissive phasing for mainline (USH 12) left turns. Left turn from westbound USH 12 to go south on Stein Blvd. Is high-volume movement, over 400 vehicles in peak hour. 19 left turn crashes have occurred for this movement from 1997-99, 11 of those crashes involving injury. Left turn lanes are slotted, and visibility to oncoming through traffic is not a problem. Drivers are misjudging the speed of oncoming traffic during the permissive green phase and turn left without an adequate gap in traffic.

Scope of services – Preliminary and Final design for the installation of a protected only signal phasing for both mainline left turns. Convert the existing single left turn lane for westbound USH 12 traffic into a dual left to provide for loss of left turn signal capacity due to removal of the permissive left turn phase. Remove slotted island, widen turn lanes into the median slightly, and extend dual lanes back for more storage. Change signal heads as appropriate and install overhead lane control sign for dual left. For eastbound left turn, extend the existing single turn lane for more queue storage due to protected only phasing.

Estimated construction cost - \$140,000

Project let schedule is anticipated for March 2003 with a District PS&E due date of 8/1/2002



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Project ID: 7255-02-00

Hazard Elimination Safety Project
STH 124/CTH J/ 47th Avenue Intersection
City of Chippewa Falls
Chippewa County

Project description – This intersection complex is a braided intersection type built in 1956. The existing 4-leg portion intersects where 47th Avenue connects from the east. A slip-ramp configuration between CTH J (west leg) and STH 124 south exists about 600 feet west of the 4-leg. Northbound traffic on STH 124 slips off to the left on a yield condition and crosses southbound traffic on STH 124. There was a fatality at this slip ramp in 1997. Southbound traffic on CTH J also slips onto STH 124 via an on-ramp situation on the right. The 47th Avenue leg (east) connects on the inside of the curve on STH 124. This can cause sight problems. There was a fatality at the 4-leg intersection in 1998.

Scope of services – Preliminary and Final design to eliminate slip ramps. Consolidate all movements at the 47th Street connection by sweeping CTH J (west) into STH 124 at nearly a right angle and aligning with 47th Avenue to the east. Signalize the intersection and provided protected turn for high volumes which formerly used the slip ramps.

Estimated construction cost - \$600,000

Project let schedule is anticipated for July 2003 with a District PS&E due date of 2/1/2003.

District Contact is Rick Shermo – 715.836.2399

D6 1B

Project ID: 7210-01-01

USH 63
Pierce County
Mississippi River to STH 35.

Scope of Services:

The consultant will work with WisDOT, Pierce County and Trenton Township to develop a preferred alternative for conceptual capacity expansion and access management for 3.5 miles of USH 63 and 2.0 miles of STH 35. The contract will also include the completion and submittal of an Environmental Assessment document for the conceptual alternatives studied.

Estimated Construction Cost N/A

This study has an anticipated completion date of June 2003

District Contact is Jim Koenig – 715.838.8391.



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BUREAU OF PLANNING

Scope of Service Narratives:

BOP 1A Open to all consultants

Project ID: 0091-15-01

The Wisconsin Department of Transportation is soliciting for a consultant to evaluate short-term transportation demand management strategies, particularly parking cash-out strategies, subsidized transit passes, and pre-tax transit fees. The primary focus is to identify strategies that could reduce vehicles miles traveled in the urbanized areas of Dane, Kenosha, Milwaukee, Racine and Waukesha counties, however, some actions may have statewide application. The project is divided into two phases. Phase I includes the evaluation of existing research on the three strategies listed above and their potential application to the urbanized areas listed. Phase II is contingent on the results of Phase I, and would include a cost study analysis and/or site specific analysis of the strategy(ies) that are most feasible for Wisconsin.

The Request for Proposal for this solicitation is available at <http://www.dot.state.wi.us/dbm/bfs/pdf/tcmrpf.pdf>. Proposals must be received by the close of business day (5:00 pm CDT) on September 25, 2001

For more information, contact Kenneth Newman at 608.266.1862.